(4) *Haripad-Ilanjiyil road.*—The Member prayed that arrangements might be made for the improvement of that road.

(5) *Danappadi canal.*—He said that that was the most important of the canals of the taluk. It got dried up during dry weather. The people were cutting portions of that canal. The amount spent on the maintenance of the canal was being now wasted, and the Member prayed that some permanent improvements might be done to the same so as to increase its usefulness.

(6) *Kudilil canal.*—He prayed that that canal might be connected with the Danappadi canal and that two foot-bridges and a small bridge where it crossed the main road might be provided.

(7) *Mundattinkara canal.*—The Member said that that canal was useful both for irrigation and travel. A portion of the canal had to be opened by acquiring some *kuthakapattam* lands. Though the matter had long engaged the attention of the Government, nothing had been done in the matter so far.

Lastly, the Member prayed that an approach road might be constructed from the Nangiarkulangara road to the Kanakakunnu village on the shore of the backwater. He pointed out that the village had a thriving market and that the place was growing in importance.

President's reply.—For the Haripad-Ampalapuzha road, there is provision in the budget.

For the Kartikapalli-Trikunnaphuzha road too, there is provision in the budget and the work is reported to have been arranged for. The first 1½ miles will be improved this year. The work on the Kayankulam-Nangiayarkulangara road has also been arranged for from the Kayankulam end. The deepening and widening of the Kudilil *thodu* is costly and hence it is not possible to take up that work.

Member.—That canal need not be deepened. If no work whatsoever is undertaken in connection with it, its condition will become dangerous.

President.—The question of providing foot-bridges across the canal will be looked into.

Your representation *re.* the Dana canal will be examined. An estimate for improving the Haripad end of the Haripad-Ilanjiyil village road is under consideration.

The line suggested by the people for the Mundattinkara *thodu* has been accepted. The representation about the opening of an approach road from the main Nangiayarkulamkara road to the Kanakakunnu village and market will be considered.

Member.—My request for help being rendered to the members of the Assembly *re* the celebration of the 20th anniversary of the institution may be noted.

President.—Yes. It is noted.

62. Means of communication in the Pattanamtitta taluk.

Mr. Utuppan Kochutuppan (Member, Pattanamtitta taluk) began by saying that the Pattanamtitta taluk was one of the most important taluks in the State in point of area and revenue, but that it was poorly served by roads. The taluk had an area of 898 square miles, while the total length of its public roads was scarcely 50 miles. He observed that the southern taluks of the State which were smaller and which yielded less revenue were much better off in that respect. He prayed that the balance might be redressed in favour of his taluk as early as possible.

In the first place the Member invited the attention of the Government to the neglected condition of the Kozhancheri-Kumpazha, the Kumpazha-Ranni, and the Ranni-Manimala roads.

Kozhancheri-Kumpazha road was the only route within the reach of the people inhabiting the area between Kozhancheri and Kumpazha. During the rainy season that road was almost impassable. The matter had already been brought to the notice of the Government and they had sanctioned the improvement of certain portions of the road. He prayed that the remaining portions of the road might also be taken up for early improvement.

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The Kumpazha-Ranni road was an important road in the eastern parts of the taluk having a heavy traffic. The Public Works Department was bestowing some attention on the first five miles of the road ; but the last five miles were being entirely neglected. He prayed that the latter half of the road might be widened wherever necessary and consolidated. The Ranni-Manimala road was also in a very bad condition, and the Member requested Government to pay special attention to it. He complained that, while the European Planters' roads were being given a maintenance grant of Rs. 200 per mile, such important roads as the Ranni-Manimala road were being allowed a grant of only between Rs. 130 and Rs. 150 and that even that amount was not being properly spent by the Department.

The Member next referred to the existence of a village road to the north of Ranni traversing the *pakuthies* of Chettakkal, Kunnam and Nurozhakkad, which was under departmental maintenance. That road had gone out of use since the opening of the area up to Nurozhakkad for cultivation. He therefore suggested that the amount now being spent on that road might be diverted to some other work of greater public utility. He next referred to the Chengannur-Sabarimala village road, which was the only convenient route to Kozhancheri, Chengannur, Tiruvalla, Ranni and other places. He prayed that the section between Chengannur and Ranni might be made cartable. Portions of the road were being improved here and there by the villagers. He requested the Government to attend to the improvement of the remaining portions and to provide small wooden bridges wherever necessary.

The Member next requested that the following private roads might be taken up for maintenance by the Public Works Department.

The Ranni-Nurozhakkad road, which started from the 7th mile, Ranni-Manimala road, had already been made cartable by the ryots as far as Kunnam. The road, as improved by the ryots, deviated in certain places from the original line. The Member prayed that the sanctioned grant for the road might be utilised for the new alignment. He then requested that the road branching off from the 9th mile, Ranni-Manimala road, and running through Karinkulam, Naranammuzhi and other places might be taken up for maintenance. The Omallur-Kulanada road had already been taken up for maintenance, but repairs here and there had yet to be attended to, which might also be arranged.

Lastly, the Member referred to the need for the construction of three bridges. He knew that the bridge on the Kumpazha river had already engaged the attention of the Government. If another bridge was constructed at the Tanni *kadavu* also, facilities for communication in the eastern *pakuthies* might be considerably increased. A small bridge of 30 feet span at Perumpuzhakkadavu, the junction of the Ranni-Manimala road and Ranni-Puvanakkadavu road, was a sorely felt need. He said that, as the current there was strong and the traffic heavy, the work prayed for was absolutely necessary to prevent loss of life.

President's reply.—You want a foot-bridge near the Ranni ferry. This will be arranged for. Then you refer to private roads. These will be arranged to be inspected. Representations should be made to the Chief Engineer in all such cases. If they are in conformity with the specification for ryots' roads, the roads concerned will be taken over for departmental maintenance. Reports will be called for regarding the Kumpazha-Alanchola village road to be converted into a cart-road and the opening of an approach road to the Malayalappauzha temple.

As regards the Kozhancheri-Cherukolpuzha portion to the road, special funds have been sanctioned and the work will be taken up. Regarding the portion beyond up to Ranni, investigation is being conducted and an estimate is under preparation. Foot-bridges and other necessary works to keep it fit for pedestrian traffic will be arranged for.

For metalling the Kozhancheri-Kumpazha road, special funds of the extent of Rs. 5,000 have been sanctioned and the work is being arranged for.

The portion of the Pattanamtitta-Ranni road from Mannarkulanji to Ranni will be arranged to be put in order.

The construction of a bridge at the Ranni crossing is very costly and has to wait. A bridge at the Kaippattur crossing is under investigation and will be taken up soon. The improvement work on the Ranni-Manimala road has been in progress for the past 3 years and an outlay of Rs. 8,396 has been incurred. The necessary further improvements will be considered.

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